

**SAS Superstructure**

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 21-Nov-14

Time 6:07 AM

Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 072 Const Calendar Day: 597 Date: 28-Apr-2011 Thursday

Inspector Name: Wright, Doug Title: Transportation Engineer

Inspection Type: Intermittent

Shift Hours: 07:00 AM 06:00 PM Break: 00:30 Over Time:

Federal ID:

Location:

Reviewer: Soheilifard, Saman Approved Date: 18-May-11 Status: Approved

**04-0120F4
04-SF-80-13.2/13.9
Self-Anchored
Suspension Bridge****Weather**

Temperature 7 AM 12 PM 4PM

Precipitation Condition

Working Day ☒ If no, explain:**Diary:**

Dispute

Tower Activities

From 07:00 until 09:30, I checked on the welding at Splice #2 and bolting at Splice #3 and the 135m facades. After this, the welding was covered by Saman Soheilifard, the bolting at Splice #3 was covered by Ae Tern, and the bolting at the 135m facades was covered by Sanny Khaw. See their diaries for a list of labor and additional details.

Electroslag welding (ESW) full-height mock-up:

ABF was setting up equipment to get ready to weld the ESW mock-up. I made measurements of the root gaps and planar misalignment along with METS inspector Scott Croff. Per a previous RFI, it was agreed that the mock-up needs to include a root gap variance of 4mm, and a planar misalignment of 6mm. This is for the purpose of testing the ESW shoes to see if they can handle variances as measured in the field. The root gap varied from 20mm to 26mm. The planar offset was measured to be a maximum of 4mm. I informed Mark Woods, and he called John Callahan. John agreed that he would grind into the plate to create some additional planar offset.

Team Tower meeting:

I attended the Team Tower meeting from 10:00 until 11:00. Attending was Mark MacDonald from ABF, and Rick Morrow, Mark Woods, Pat Lowry, Nina Choy, and myself from Caltrans. The following topics were discussed:

- Grillage shims (RFI-2427): We concurred with the measurements for the thickness of the shims that are needed. Also, METS agreed that an audit of the facility is not needed for this minor work of cutting and drilling only.

- Report on A490M bolt failures: Pat discussed the findings from the lab where Caltrans sent the broken bolts. The report is still in draft form, but they have initial findings. Hydrogen was found to be present. The failures were due to stress corrosion cracking caused by over-tensioning the bolts. If the bolts were not over-tensioned, then it may not be a problem.

- Splice #4 holes that do not align: We discussed the holes in the Lift 4 skin plates that do not line up. These are on the bottom half of Splice #4 that were drilled in China. Before discussing any possible remedies, we wanted to find out the extent of the issue. We will check all of the holes to see how many will not allow a bolt to pass through the holes.

- Upcoming schedule: The ESW is planned to start on Friday at about noon. Saturday work of drilling



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and bolting is scheduled for this week. The saddle erection is currently scheduled for about 5/18.

Other:

Laborers continued the clean-up of the blast material at the Tower 9m diaphragm.

I attended a Tower staff meeting from 13:00 until 14:00.

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